AUXLNTYP Auxiliary Lane Type

Roadside: R/L Feature Type: Length Interlocking: Yes

Definition/Background: Auxiliary lanes are lanes adjacent to Feature 212 Through Lanes and provide turning movements, exclusive vehicle lane usage (e.g. bus), and where speed changes are required.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, NHS, and MAP-21

Who/What uses this Information: Central Planning, District Planning, Office of Maintenance

How to Gather this Data: Examine the function of the auxiliary lane and record the appropriate code (refer to illustrations). Measure from the taper to stop bar, physical gore to taper, physical gore to physical gore, or taper to taper. The length of auxiliary lanes will include tapers if present.

Auxiliary lanes and Feature 212 Through Lanes must be considered together because their sum must not exceed the total number of physical lanes. If a turn lane is not part of a through lane drop off, inventory it as an auxiliary lane. For right/left turn lanes, inventory the turn lane from the beginning of the taper to the stop bar, or its approximate intended location. This includes turn lanes that may or may not be a part of a paved or physical barrier median. Regardless of whether the auxiliary lane is merging outside or inside, inventory the lane from the end of the white stripe (lane separator) at the intersection to the taper merging with the through travel lane. A lane designated for buses is usually a bus pull in/out within a designated transit stop.

NOTE: *This feature cannot be coded "C" composite.*

Special Case: For one-way roadways, always code the roadside as right, since there is technically only one side of the roadway, i.e. the inventory direction which is the right side. Code any existing left turning lanes as code 3 and any existing right turning lanes as code 4, on roadside right.

Codes:

~~**1** – Continuous Left Turn~~ (effective 9/2019)
2 – Continuous Right Turn (effective 12/2017)
3 – Turning (left)
4 – Turning (right)
5 – Bus Preference
6 – Merging (from inside lane/shoulder)
7 – Merging (from outside lane/shoulder)
8 – Turn Lane with Bike Slot (obsolete)
9 – Special Enforcement Lane

Examples:

3 – Turning

4 – Turning

5 – Bus Preference

6 – **M**erging

6 – Merging (one-way roadway)

7 – Merging

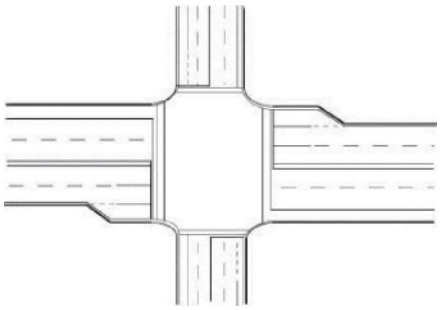
7 – Merging (one-way roadway)

8 – Turn Lane with Bike Slot
(Obsolete-Effective May 2014)

9 – Special Enforcement Lane

Special Situations:

At typical intersections, auxiliary lanes may provide vehicle storage for turning movements. Code any auxiliary lanes under Feature 213 for each side of the roadway and the number of through lanes in Feature 212. In determining the number of through lanes, consider the number of lanes before any auxiliary lanes begin. The through lanes will carry the majority of the traffic volume.

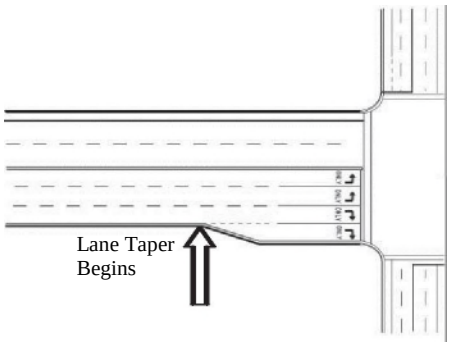


Feature 212 – Number of Through Lanes (Roadside = C)
Left + Right = Total
2 + 2 = 4

Feature 213 – Number of Auxiliary Lanes (Roadside = R)
Turning Left = 0
Turning Right = 1

Feature 213 – Number of Auxiliary Lanes (Roadside = L)
Turning Left = 0
Turning Right = 1

T Intersections – in the example to the right, the three through lanes are present before the auxiliary lane begins and they are continuous to the center of the intersection. They are not considered auxiliary lanes just because they are marked as turn lanes.



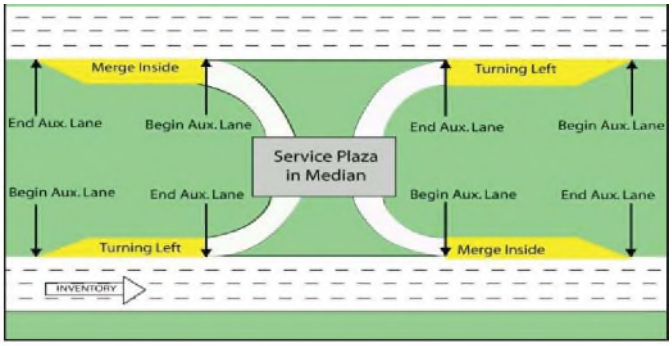
Code the number of through lanes to the center of the intersection and code any auxiliary lanes under Feature 213 for each side of the roadway. The total lane count must not exceed the sum of through lanes plus auxiliary lanes.

Feature 212 – Number of Through Lanes (Roadside = C)
Left + Right = Total
2 + 3 = 5

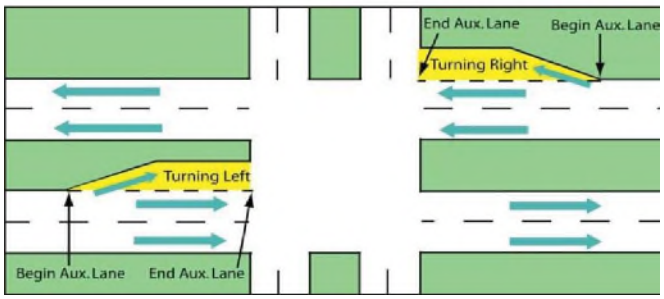
Feature 213 – Number of Auxiliary Lanes (Roadside = R)
Turning Left = 0
Turning Right = 1

Feature 213 – Number of Auxiliary Lanes (Roadside = L)
Turning Left = 0
Turning Right = 0

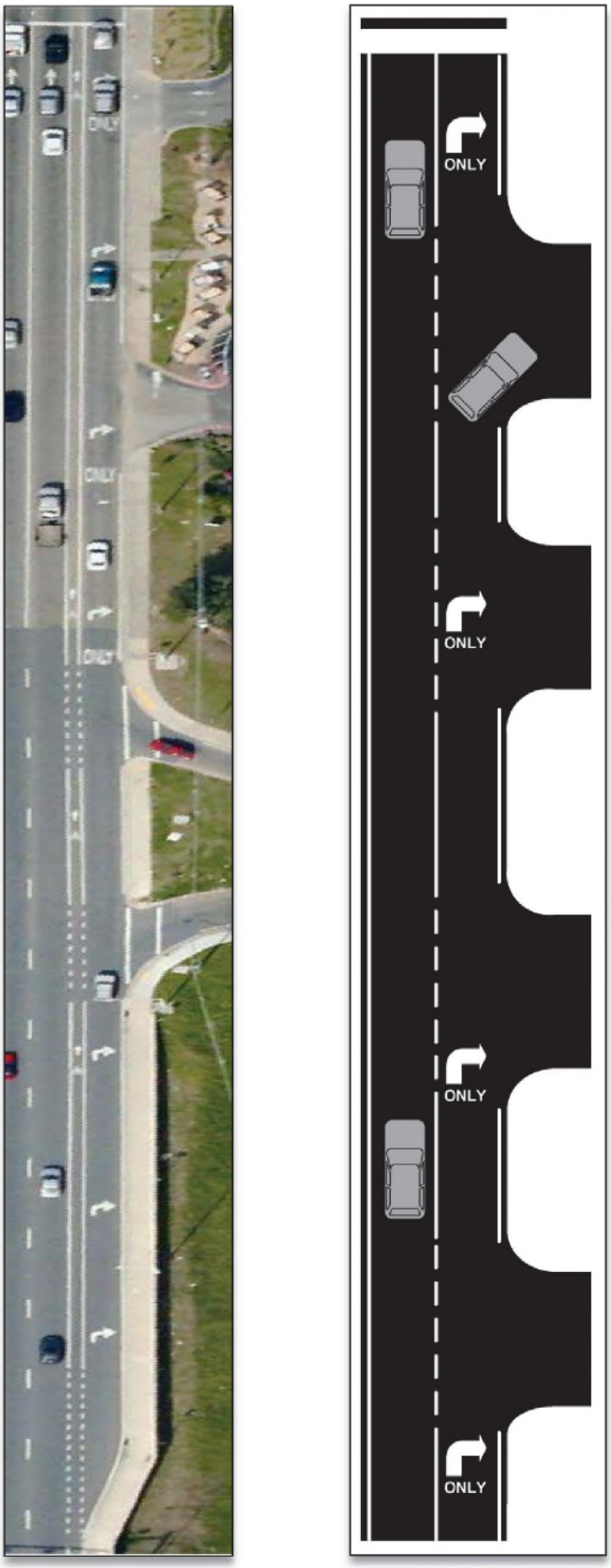
Service Plaza



Intersection



~~Two-way left turn lanes in the median should be coded under Feature 213, only in the inventoried direction.~~



Continuous <u>right</u> turn lanes not in the median are coded under Feature 213.

AUXLNUM Number of Auxiliary Lanes

Roadside: R/L Feature Type: Length Interlocking: Yes

Definition/Background: The total number of auxiliary lanes adjacent to the roadway for the roadside (R/L).

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, NHS, and MAP-21

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

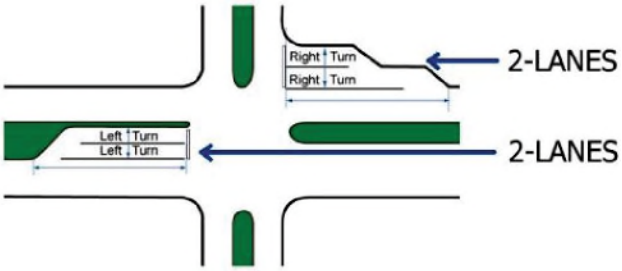
How to Gather this Data: Count the number of auxiliary lanes adjacent to the through lanes. Do not include through lanes.

NOTE: *This feature cannot be coded "C" composite.*

Special Situations: T Intersections – Code the number of through lanes to the center of the intersection. Then code the auxiliary lanes by counting those not previously counted. Be careful to avoid duplicate or over counting.

Value for Number of Auxiliary Lanes: 1 Byte: X – Total number of auxiliary lanes adjacent to the roadway

Example:



AUXLNWTH Average Auxiliary Lane Width

Roadside: R/L Feature Type: Length Interlocking: Yes

Definition/Background: Denotes the average width of each auxiliary lane.

Responsible Party for Data Collection: District Planning

Required For: All functionally classified roadways on the SHS, NHS, and MAP-21

Who/What uses this Information: Central Planning, District Planning, District Office of Maintenance

How to Gather this Data: Record the width of auxiliary lane(s). The width is measured from the edge of lane stripe to edge of lane stripe. For auxiliary lanes at intersections, measure near or at the stop bar. For auxiliary lanes adjacent to ramps, measure the widest point along the lane. Average the widths if there are multiple auxiliary lanes.

NOTE: *This feature cannot be coded "C" composite.*

Special Situations: For RCI – To enter both a left turn and right turn lane that begin and end at the same milepoint, offset the beginning milepoint of one of the turn lanes by 0.001.

Value for Average Auxiliary Lane Width: 3 Bytes: XX.X – Average width of auxiliary lane(s)